

JBA performance**exhaust**®

Corporate Office: PerTronix Inc. 440 E. Arrow Highway, San Dimas, California 91773 * Phone 909.599.5955 • FAX 909.599.6424

Installation Instructions And Warranty Information



- 1625S-8 '96-'98 Mustang 4.6L 2v 1-5/8"**
- 1625S-9 '99-'04 Mustang 4.6L 2v 1-5/8"**
- 1625S-5JT '96-'97 SVT Cobra 4.6L 4v 1-5/8"**
- 1625S-6JT '98 SVT Cobra 4.6L 4v 1-5/8"**
- 1625S-7JT '99-'04 SVT Cobra 4.6L 4v 1-5/8"**



Note: These headers may not fit vehicles equipped with offset steering rack bushings.

The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "E.O." number, or is a direct or consolidated replacement part. It is 50-state legal, per the manufacturer's application guide.

These headers retain all O.E.M. emissions equipment and are covered under the C.A.R.B. E.O. #D-216-29. Included in this kit you will find a label that is required to aid in passing the California smog check program.

Read all instructions carefully before attempting installation.

Rev. 06/11

PerTronix© thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

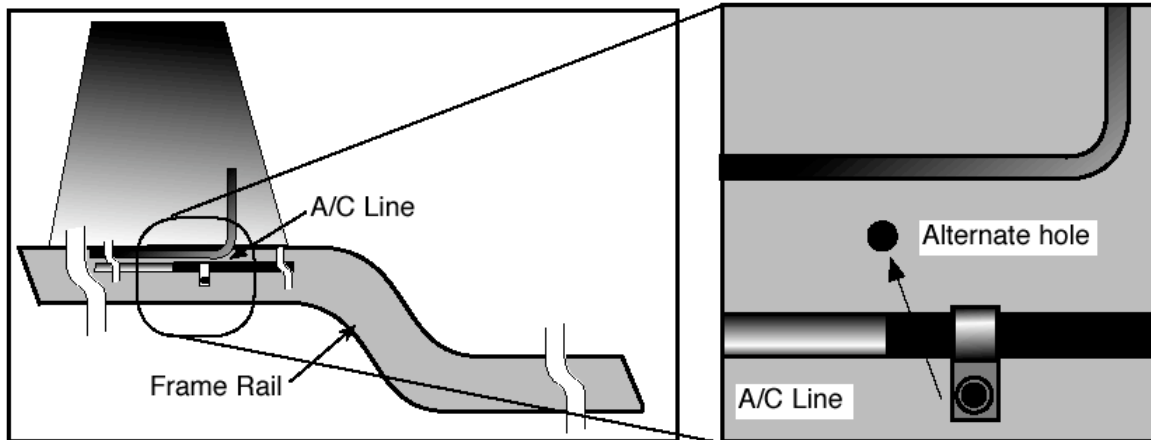
Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the battery cables from the battery. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.
2. Disconnect the Negative Battery Cable from the battery.
3. Apply penetrating oil on all accessible fasteners and fittings before attempting to remove them.
4. Unplug the Oxygen Sensors from the exhaust system. Disconnect the exhaust system from the catalytic converter assembly. Remove the converter assembly from the vehicle.
5. Remove the Starter Motor.
6. Remove the motor mount nut under the passenger side manifold.

7. Place a block of wood between the oil pan and a jack. Remove the passenger side motor mount bolts and lift the motor approx. 1"
8. With engine jacked up, remove the passenger side manifold and remove the manifold studs. Note: On 96-97 Cobra installations you will need to disconnect the air fitting from the front of the manifold.
9. Due to the limited space in the engine compartment you will need to relocate the air conditioning line that run by the passenger side manifold. This is done by bending the soft aluminum line up slightly and reattaching it using the factory bracket into the alternate hole located approximately 2" above the factory's original mounting hole. See the illustration below.



10. Apply a small amount of anti-seize to all header bolts. Install the passenger side header using the supplied hardware and gasket. Torque to 13 lbs./inch. Reconnect the air fitting on 96-7 Cobra's.
11. Lower the engine onto the motor mount and tighten the motor mount nut.
12. Reinstall the starter.
13. Disconnect the steering shaft from the steering rack and swing it out of the way. Remove the Oil Filter
14. Disconnect the EGR tube from the driver side manifold and remove the driver side manifold and dipstick tube. Note: On 96-97 Cobra installations you will need to disconnect the air fitting from the front of the manifold. Remove all of the manifold studs.
15. From underneath the vehicle, slip the new header into place. From the top, slide the dipstick tube through the header between the second and third tube. Guide the tube under the motor mount and into its hole.
16. Loosely attach the EGR tube to the new header. Apply a small amount of anti-seize to all header bolts. Install the driver's side header using the supplied hardware and gasket. Torque to 13 lbs./inch. Reconnect the air fitting on 96-7 Cobra's.
17. Tighten the EGR tube. Reconnect the steering shaft to the steering rack. Attach the dipstick tube to the head using the supplied spacer and original bolt. Reinstall the oil filter.)
18. Re-install the H-pipe using the supplied collector gasket on the passenger side. Apply a small bead high temperature, sensor safe silicone around the dome on the driver's side header for added leak protection, and then reconnect the exhaust system.
19. Reconnect the battery cable.
20. Check that all bolts are tight. Make sure that all wiring, fuel lines, transmissions lines, brake lines etc are clear of the headers and the exhaust and relocate as necessary.
21. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all fasteners are tight.
22. Periodically check and retighten the header bolts.

Parts List:

- (1) Driver's Side Header Assembly**
- (1) Passenger's Side Header Assembly**
- (2) Header gaskets (Header to Head flange)**
- (1) Base flange gasket**
- (18) 8mm x 1.25 Header bolts**
- (18) 8mm Lock Washers**
- (2) 3/8 "x 1-1/2 "Collector bolts**
- (2) 3/8 "x /2 "Collector bolts**
- (4) 3/8" Flat Washers**
- (2) 3/8" Lock Washers**
- (2) 8mm flat washers**
- (1) 8mm x 1.25 nut**
- (1) Dipstick tube spacer**

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| PerTronix Performance Products JBA Header Brand | | Legal in all states |
| Legal for sale and installation in California | | |
| Header Series 16,18 | E.O. D-216-29 | |
| Header Series 19 | E.O. D-216-24 | |
| Header Series 20 | E.O. D-216-25 | |
| 440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955 | | |

This sticker is required to aid in passing the California Smog Check Program.
This sticker must be installed in an underhood location that is readily visible.

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| <h3>LIMITED ONE YEAR WARRANTY</h3> <p>All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.</p> <p>Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.</p> <p>Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.</p> |
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